

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
Dobwell & Co., Limited.
General Agents.

NEW SERIES No. 1156. 日九廿月正年五十二緒光

FRIDAY, MARCH 10, 1899.

五拜禮

號十月三英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.
SUBSCRIBED CAPITAL.....Yen 13,000,000
PAID-UP CAPITAL.....10,000,000
RESERVE FUND.....6,000,000

Head Office:—YOKOHAMA.

Branches and Agencies:
NEW YORK.
LONDON.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

PARRIS BANK, LD.

THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " " " " " "

3 " " " " " "

S. CHOI, Agent.

Hongkong, 3rd October, 1898. [382]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....1,000,000

Paid up Capital.....324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:

J. T. Louts, Esq., Chairman.

Chan Kit Shan, Esq., Deputy Chairman.

G. W. F. PLAYFAIR, Esq., Chief Manager.

Interest for 12 months Fixed, 5 per Cent.

On Current Account, Daily Balances 2 per

Cent. per Annum.

Hongkong, 30th November, 1897. [8]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIEB, Esq., Deputy Chairman.

C. BURMAN, Esq., Chief Manager.

J. J. Hall-Ing, Esq., A. McConachie, Esq.,

David Gublay, Esq., A. J. Raymond, Esq.,

A. Haupt, Esq., P. Sachse, Esq.,

R. H. Hill, Esq., R. Shewan, Esq.,

CHIEF MANAGER:

Hongkong:—T. JACKSON, Esq.,

MANAGER:

Shanghai:—J. P. WADE GARDNER, Esq.,

LONDON BANKERS:—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent.

per Annum on the daily-balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 1/2 per Cent. per Annum.

T. JACKSON, Chief Manager.

Hongkong, 18th February, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE

HOLDERS.....£800,000

RESERVE FUND.....£450,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " " " " " " 3 1/2 " " " " " "

" " " " " " " " 3 " " " " " "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 24th May, 1898. [31]

IMPERIAL BANK OF CHINA:

ESTABLISHED BY IMPERIAL DECREE

OF THE 13TH NOVEMBER, 1896.

Shanghai Tails.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. HANKOW.

CHEROO. PEKING.

CHINKIANG. SWATOW.

FOOCHOW. TIENTSIN.

THE Bank purchases and receives for col-

lection Bills of Exchange, drawn on the

above places, and Sells Drafts and Telegraphic

Transfers Payable at its Branches and Agen-

cies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 " " " " " " " " 6 " " " " " "

5 " " " " " " " " 12 " " " " " "

E. W. RUTER, Acting Manager.

Hongkong, 15th October, 1898. [1237]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

STRAITS, &c., Peshawar.....F. W. Vibert, R.N.R., Noon, 11th March. Freight only.

JAPAN, &c., Tientsin.....G. H. C. Weston, R.N.R., About 16th March. Freight only.

LONDON, &c., Parramatta.....C. T. Denny, R.N.R., Noon, 18th March. Freight or Passage.

JAPAN.....Robilla.....S. de B. Loyer, R.N.R., 3 P.M., 18th March. Freight or Passage.

SHANGHAI.....Bengal.....S. Barcham.....About 18th March. Freight or Passage.

LONDON.....Bombay.....G. D. Saunderson, R.N.R., About 23rd March. Freight or Passage.

* (Passing through the Inland Sea). * (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th March, 1899. [5]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL & CO., LIMITED, General Agents.

27] PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,

1,350 feet above sea level.

CRAIGIEBURN is situated at PLEASANT GAP, five minutes walk from the PEAK

Hotel.

Fine healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer

with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, Manager.

28] CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE

SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN. FLETCHER & CO. and CARMICHAEL & CO.

23] A BRILLIANT SUCCESS.

BOVRIL AS A BEVERAGE

contains in a highly concentrated and easily digestible

form the direct nourishment of prime ox beef, invigora-

ting the healthy and strengthening invalids; whilst,

for preparing sustaining Soups, Rich Gravies, Savoury

Sauces, Croquettes, Rissoles and all Entrees, nothing

equals

BOVRIL IN THE KITCHEN.

14] WATKINS & CO., Sole Agents.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by

THE PETER SYS. COMPANY, (Proprietors and Sole Manufacturers),

9, Old China Street, Shanghai.

12th October, 1898. [1242]

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co. [18]

Hongkong, 28th May, 1895.

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above

LODGE will be held in the FREEMAS-

ONS' HALL, 22nd Street, on THURSDAY,

the 16th instant, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 8th March, 1899. [327a]

Notice of Firm.

CANADIAN PACIFIC RAILWAY

COMPANY.

NOTICE.

I HAVE This Day RESUMED charge of

the above Company's business in the East.

D. E. BROWN, General Agent.

Hongkong, 8th March, 1899. [320a]

Hotel.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the

elegant Building known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to

each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families

and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

Intimations.

GEO. FENWICK AND COMPANY, LIMITED.

THE TENTH ORDINARY GENERAL

MEETING of SHAREHOLDERS will be held in the HONGKONG HOTEL, TO-

MORROW, the 11th instant, at NOON, for

the purpose of receiving the Report of the

Directors, declaring a Dividend, and electing

Directors and Auditor.

The TRANSFER BOOKS of the Company

will be CLOSED from the 8th to 11th March,

both days inclusive.

By Order of the Board of Directors.

W. G. WINTERBURN, General Manager.

Hongkong, 10th March, 1899. [305a]

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

THE THIRTIETH ORDINARY MEET-

ING of SHAREHOLDERS in the

Company will be held at the COMPANY'S OFFICES,

No. 3, Queen's Road Central, Victoria, on

MONDAY, the 13th March, at Twelve o'clock

(NOON), for the purpose of receiving a State-

ment of Accounts and the Report of the

Directors for the year ending 31st December,

1898.

The TRANSFER BOOKS of the Company

will be CLOSED from the 27th instant to the

13th March, both days inclusive.

By Order,

GEO. L. TOMLIN, Acting Secretary.

Hongkong, 13th February, 1899. [210a]

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS will

be held at the COMPANY'S HOTEL, on

TUESDAY, the 14th March, 1899, at NOON,

for the purpose of Receiving a Statement of

Accounts of the Company to the 31st December,

1898, with the Report of the Directors, and to

discuss any matters that may be competently

brought before the Meeting.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st to the 14th

March, both days inclusive.

By Order of the Board,

C. MOONEY, Secretary.

Hongkong, 20th February, 1899. [243a]

THE HONGKONG ROPE MANUFAC-

TURING COMPANY, LIMITED.

THE FIFTEENTH ORDINARY AN-

NNUAL MEETING of SHARE-

HOLDERS in the Company will be held at

the COMPANY'S OFFICE, No. 9, Praya Central,

Victoria, on WEDNESDAY, the 15th March,

at Twelve o'clock (NOON), for the purpose of

receiving a Statement of Accounts, and the

Report of the General Managers for the year</

WARREN'S CIRCUS.
OPENING PERFORMANCE.

For some time past Hong Kong has not been favoured with a really first class equestrian entertainment and now that an opportunity is afforded of witnessing one that can fairly claim to be among the highest in the world, the public is assured that the stable of the Government, both European and Asiatic, will avail themselves of the opportunity offered, and, judging from the large and enthusiastic audience, numbering in round figures 7,000, that gave Messrs. Warren, Bristol and troupe a right royal welcome to these shores, last night, there is no doubt that these clever entertainers will come to stop. The 'maquies' in which the performance is given is pitched on the West Point Reclamation Ground, just opposite the well known, and famous, 'Pavilion' and is a building of a length of nigh upon 100 feet, and a breadth of 160 feet, and is capable of comfortably seating 7,000 people. Separate tents are provided for bar, promenade and stabling purposes. The rings are about 60 feet in diameter, and while Professor Bristol's 'Equus-curriculum' is being given, the whole space is fully utilized, the school numbering seven—beautifully sleek specimens of the equine species, capering about with all the exuberance of school children. The arrangement of the seating, commodious as it is, is so good, that even in the temporary structure now here occasioned by Mr. Warren, a vast amount of amusement and calculation, and it is greatly to his credit that from every seat in the house a full view can easily be obtained. One great consideration that must not be lost sight of, especially as the warm weather is so near, is that the ventilation, without in the least sacrificing freedom

from linguistic and metaphysical perfectionism as possible in an even better and more perfect manner as the spirit he modeled himself on. The performance of the two was so good that the audience was not only its own orchestra, but also its professor. The Sewall followed by a clever oratorical display, by Byrdell and Fred Alton on three thirty-minute bars, the performer flying from one to the other in a most amazing manner. The two who followed, Alton and C. Rogers, in their attempts to imitate and add great amusement. The third ten-minute programme was Professor Bristol's recitation adopted by the worthy professor must have been more efficient than usually employed in scholastic establishments, for his perfect went through their system showing perfect obedience to the spoken command of

their teacher. The mule Denver, who makes his appearance here, is a most clever and amusing student, and ably assists the professor in his scholastic duties. No. 4 was an eccentric display by two clowns, Benham and Rogers, on a huge globe; Benham, while on the globe, playing see-saw with Rogers at the other end of a plank. Mr. Warren then gave an exhibition of muscular force, lifting huge weights and breaking a chain after it had been tested by a pull of 1,200 lbs. The chain was handed round for inspection both before and after the feat. The

next item was a "Bouncing Jockey Act" by John West, his backback performances are certainly very daring and elicited great applause. The Great Pyramid Act by H. Benham was a wonderful show of equilibrium, balancing on chairs piled up to nearly 40 feet in height. A very pretty skirt gawote was danced by the Electric Duo accompanied by a song, the chorus of which was readily picked up by the audience. In No. 9, Sultan, a wonderfully accomplished equine arithmetician, was introduced by Professor Bristol. "Sultan" can work sums in the first

fourtimes with a lightning rapidity, fairly astounding the audience with the correctness of his answers. One young person amongst the spectators, thinking himself a born humorist, tried to interrupt the performance by constantly asking for the answer to the catch "Twice the half of two and a half," but was completely silenced by the witty and satirical remark of the professor, that the exhibition was given to show the intelligence of the horse, not the ignorance of the man. The Three Brothers of Airoli gave a Marvellous Exposition of

agility and graceful feats of strength. These brothers in their high class entertainment fully deserved the full measure of applause which was enthusiastically accorded them. We have never seen anything, even on the London stage, that can surpass them in their particular line. A ten minutes welcome interval followed, which was occupied by the assistants in setting out and rigging a net for the next turn, which was an amazingly clever display on the trapeze, as given by the Sisters, Maudie, whose daring exploits *Gymnastic* strain, and whose

forth vociferous applause. Professor Brandt again introduced his nervellously clever partner, a strong-trapeze being fixed in the ring, from which, "Tony," the only trapeze artist in the world, dived on a table and back again, while the music is in motion. "Denver" first sawed his master, and then, being sawing himself with appreciating manner. Costume dance was given by Miss Ethel Warren in a most graceful and pleasing manner. Professor Brandt followed with "Denver" parrot-off, lunch and talk with "Denver."

The above-mentioned programme was got through without a single hitch, one turn following another without an interval, the whole making a show that will bear repeating many times before it begins to pall. We should strongly advise our readers to book their seats in advance, as there is no doubt that while in Hong Kong large crowds will assemble nightly to see this

grand performance. A matinee will be given to-morrow afternoon at 3 for the special benefit of the young people.

LATE TELEGRAMS.

[From the "Manilla Times,"]

THE U. S. ARMY BILL.

WASHINGTON, March 1st.

The Senate has passed the Army Bill for the

The alterations made by the Senate will require confirmation by the House of Representatives. It is considered that there is no possibility of the bill being passed by the House in its present form. It is considered that there is no possibility of the bill being passed by the House in its present form.

hope whatever of getting this done before the next session of Congress.

THE "ORZON" GOING.
The battleship *Orzon*, sailed today for Manila via Honolulu.

MILLIONAIRE'S SON CHARGED WITH MURDER.
New York, March 11.
The son of the millionaire General Molloy has been arrested in this city on a charge of being implicated in the murder of Mrs. Adams.

The earnest request on the woman's behalf resulted in a verdict of murder against him. Certain pockets of poison having been traced to him, there was a certain latencies excitement in the highest circles of society.

HONGKONG SANITARY BOARD.

OUTBREAK OF RINDERPEST.

This afternoon a special meeting of the Sanitary Board was held for the purpose of considering an outbreak of rinderpest. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, Dr. F. W. Clarke (Medical Officer of Health), Mr. J. W. Duggan (Secretary), and Mr. C. V. Ladds (Colonial Veterinary Surgeon).

The Secretary read a report from Mr. Ladds which states that rinderpest had broken out in sheds Nos. 1 and 3, Kennedy street, in which 20 dairy cows (the property of Mr. Kennedy, of Garden road) were housed. He recommended the immediate slaughter of the whole of these animals, and compensation at the rate of \$200 per head, which was their average value, answering Dr. Clarke, Mr. Ladds said 11 cows out of the 20 were affected, nine at present showed no symptoms of the disease.

On the motion of the President, seconded by Dr. Clarke the sheds in question were declared an infected area.

Dr. Clarke proposed, and the President seconded, that the whole of the 20 cows be slaughtered.

The Hon. R. D. Ormsby proposed an amendment, Mr. Osborne seconded, that the diseased cattle only be slaughtered. Mr. Ladds to be authorised to have the others slaughtered if they contracted the disease.

Two voted for the amendment and two against. The President gave his casting vote against the amendment, remarking that in this matter he thought they should be guided by their skilled advisers. The motion was accordingly carried.

FOOTBALL.

THE "SONS OF THE SEA" WIN.

Another correct prognostication. We said in our last evening's issue that H.M.S. "Victorious" ought to beat the 25th Southern Division Artillery, and the sailors won. We previously said that the 25th Company would run into the final, and we should have adhered to that statement, had not the team lost four of its best players, Walsh in particular. The combination of any team losing such players as Walsh, Hillbrand, Sullivan, and Stevens would certainly be placed at a disadvantage. The four named were absent from the team, having embarked yesterday at two o'clock. Half-a-dozen hours longer would have been sufficient for the game was finished before six o'clock. There is no gaining saying but that the 25th Company team is a good one, and it is "hard lines" upon the remaining old players that they should lose the backbone of the team when it is mostly required. The beaten team, however, may take unto itself credit for giving the sailors a good game as they kept at level points during the first half, and for the major portion of the second part.

Each side faced the other as below—

(H.M.S. "VICTORIOUS.")

Howley, Creighton, Kane, Sornum, Wicks, Longmate, Millar, Lewis, Bulfinch, McNece, Lismore, O'Perigo, Robinson, Mulvey, McMurray, Jones, White, Griffiths, Steward, Hutchinson, Jackson, Cox.

(Royal Artillery.)

Mr. Oliver, the referee, blew his whistle punctual, to time, and Bulfinch, for the "Victorious," started the ball against a blazing sun. For about three minutes, play was very even, then the Navy players made an attack, and Lismore essayed at goal. The ball was only put in at a medium pace and should have been left to the goalkeeper to save, but one of the backs attempted to kick away and failed, just grazing the ball as it sped on; the touch, however, was sufficient to divert its course out of reach of Cox, and the ball rolled into the net. Until the next goal was secured by the Artillery, the play was fast, and the ball was taken from goal to goal repeatedly, the sailors making most of the play. After Robinson had scored for the Artillery, nothing more was scored up to the interval.

On restarting, the game was well contested for about a quarter of an hour, but during that time the soldiers were seen to the best advantage. Then the sailors rallied and assailed in earnest and their efforts were rewarded by two goals, one from the foot of Millar and one from McNece. After this the Artillery fell off in their play, and were somewhat "pumped." They, however, prevented the sailors from adding any more points, and the game finished up by the naval men winning by three goals to one; and, on the whole, they were two goals the better team.

The winning team tried a new trick back, Creighton, and he acquitted himself very well. Kane, as is usual, was quite safe. Wicks, the centre half, played a capital game, and so did all the forwards; but Lewis is more at home when he is engaged under Rugby rules. For the Artillery, Cox saved several times very cleverly; the backs were kept busy and did well. Griffiths was the pick of the halves, but he is not playing so well since he came out of hospital. Jones and Robinson were the pick of the forwards.

THE PUNJON MINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders, at the second ordinary general meeting, to be held at the office of the company, No. 9, Praya Central, Hongkong, on Wednesday, the 15th March, at 11 a.m.—The Directors beg to submit the annexed Statement of Accounts from the date of the incorporation of the Company to the 31st December 1898, which they regret show a balance at debit of Working Account of \$19,845.08. This balance has been carried forward to the debit of the new Account. During the past year a considerable amount of prospecting has been carried on at Punjon at points hitherto untouched, and there were, at the date of the latest report from the Mines, 12 prospects in operation, not including those at Jalil Mine. Mr. J. L. Bailey was appointed Manager at Punjon in July, 1898, and took over charge on the 13th September last, and the Board are hoping that under his administration, a more flourishing state of affairs may exist at the end of the current year. The Machinery and Plant at the Mines are in good working order. Directors—Mr. W. R. Loxley has resigned his seat on the Board, owing to his impending departure for Europe. In accordance with Paragraph 104 of the Articles of Association, Messrs. D. Gillies and J. H. Lewis, retire from the Board, but being eligible offer themselves for re-election. Auditors—The Accounts have been audited by Messrs. F. Henderson and W. H. Gaskell, and the Board recommend these gentlemen for re-election.

D. Gillies, Chairman. Hongkong, 7th March, 1899.

LAUNCH COXSWAINS.

Mr. Spooner points out to us that his complaint has been misunderstood. His argument is that as the case has been dealt with by the Police and the certificated coxswain of the launch found to be absent, that the matter should not be allowed to rest after the owner has been fined, but that the recalcitrant coxswain should be proceeded against by the Police and his certificate cancelled or endorsed by the Harbour Master. Mr. Spooner points out that launch owners pay heavy harbour dues and are forced to employ certificated men, and that they are to a great extent at their mercy. This being the case should not the authorities take steps to afford some measure of protection to the employers who are fined for the fault of their coxswains, the latter being allowed to go scot free? We should be pleased to receive the opinions of other launch owners upon the subject. It is hard lines for employers to be thus victimised by their servants.

THE WAR IN THE PHILIPPINES.

LATEST FROM MANILA.

MANILA, February 28th.

SNIPING AT SAN PEDRO MACATI. An irregular fire was kept up during the greater part of the night on the front of General Kings' brigade. The shooting was principally from insurgent rifles, but when the bullets began to fall the enemy fired well directed Springfield volleys silenced the enemy. Arthur Smith, California, was shot at two o'clock this morning while behind the trenches near San Pedro Macati; the wound is not serious. Chas. F. Bussman, private, Co. B, California, was severely wounded through the right shoulder and lung yesterday.

CALIFORNIA'S BREAKING CAMP. This morning the companies of the third battalion under Major Sims, Cos. A, E, I, and H, have been busy packing up their stores and equipments preparatory to going south to Negros Island. Major McCarty will be the medical officer of the expedition and will direct the sanitation of the new quarters and whatever hospital work may be necessary. Lt. Painter will be left in charge of the regimental medical department in Manila.

Col. Smith will accompany the battalion and have control over the military affairs of the island. The St. Paul will carry the men south and then visit Iloilo. Two companies of the 23rd U.S. Infantry were on duty at San Pedro Macati last night. The sentries patrolling the Malate district had a few unquiet hours last night. Ten or twelve shots were fired at various times, at natives who failed to obey the various commands, and some men in a native boat furnished a fair target about two o'clock this morning.

THE GUNBOAT SHELLS THE INSURGENTS BEYOND SAN PEDRO MACATI.

About nine o'clock this morning the outposts near San Pedro unearthed a nest of insurgents on the south bank of the river. After a lively skirmish with the infantry, the gunboat *Ligaya de Paz* came up the river and turned on the gatlings with a few shells and shrapnel. Under this withering fire the natives were forced to retreat from the water but they kept up an irregular fire.

NEWS FROM CALOOCAN.

The road from Fondon to Calocan is now well patrolled with the city police and men of the 20th U.S. Infantry. Previous to the recent outbreak and fires, though the lines were then miles beyond, this district did not contain a handful of men.

The trenches at Calocan are beginning to assume the appearance of an Esquimaux village. As they face to the east and north danger from those places amounts to nothing, but for days the natives have been firing from Malabon and the marshes toward the city, and bullets from that direction fell in among the men. Several were wounded before the Montana and Kansas men began to build a rear wall about ten feet from the original trench, then followed side walls and canvas or rubber roofs until to-day they are apparently living in separate quarters, four or five men in each. The ridge of the rice fields have been knocked off and cut into squares which form first class blocks.

The 3rd Artillery regulars are either out of the zone of danger from the rear or they don't fancy the house life, for they content themselves with hoisting a couple of diminutive flags to distinguish their position.

The lines now run from Calocan, three hundred odd yards east and then take a sharp turn continuing down to the chapel and cemetery at La Loma. The whole distance is well protected even against the occasional shells that come over from the insurgent lines wrapped in rags.

Yesterday passed in unbroken quiet scarcely a shot being exchanged, hence the anticipation of a skirmish to-day.

RUMOR OF A HOLY WAR IN MINDANAO. Spanish reports from Mindanao, paint up the condition of the natives in somewhat lurid colors. It will be remembered that when the Spanish forces evacuated Iloilo last December they sought refuge in Zamboanga, a well protected town in the south-eastern portion of Mindanao, under direction of General Rios.

Now word arrives that the insurrection is rapidly spreading, and other souvenir weapons are being turned out and sand trenches built up on the sea shore. It is no doubt a pleasant occupation and busies the native mind with other subjects than rowing with the Spaniards.

It is also reported that many Mohammedans and fanatics are touring the country preaching a holy war. This used to be quite the thing some six hundred years ago but it doesn't go now.

CEBU. Latest advices from Cebu are to the effect that the inhabitants of the town are not in the least antagonistic towards America and are desirous for peace. The attitude of the natives in the interior is not at all promising, the natives having in mind the resistance of an American force that might arrive with the object of taking possession of the island. They are, on the other hand, seriously handicapped for the want of food supplies, which of late have been very scarce in the southern islands.

This dearth, it is expected, will probably be the means of avoiding any conflict and the establishing of peace, for a large number of the people have already resumed their respective avocations.

The *Pensylvania* with a battalion of the 23rd Infantry, which left here on Sunday for Cebu, had not arrived at her destination when the last boat left.

A LARGE BODY OF NATIVES ENVOYED. A large body of natives who sneaked down the river banks and through the bamboo woods discovered by the guards between Guadalupe and San Pedro Macati, last night shortly before eleven o'clock. The river gunboat was on the scene and poured in the heaviest fire, since the bombardment of Santa Ana. For half an hour there was a constant rattle of the gatlings, frequently punctuated by the boom of the two heavy guns mounted forward the hotchkiss and the point of the old U.S. Artillery into the retreating natives. As the moon was on the half,

and the night clear, the shooting was almost accurate as if it was day. At the end of twenty minutes the Filipinos commenced to retreat under the shower of shrapnel fired at close range, and for some five minutes things quieted down but flared up again and desultory shooting continued until after midnight.

SKIRMISHING AT CALOOCAN.

Yesterday afternoon the insurgents on the east flank of the most advanced Calocan trenches, varied the monotony of the previous quiet day, and started firing with a little more than the usual rapidity.

For the past three days the soldiers have noticed the natives throwing up trenches along the brush line on the east and an old cannon has been mounted. Apparently they have no projectiles to fit the gun and one or two shrapnel shells that have come in the direction of our lines, one falling short and the other passing clear over, have been wrapped in rags. As the majority of the bullets passed over the position occupied by the Montana men whose firing was heavy in return, a bandman from this regiment was slightly wounded but remained on the line.

The trenches on this part of the line are stronger than the average, with protection in the rear and to this is due in a large measure the absence of casualties.

LOOT.

It is reported that a Filipino carrying three hundred Spanish dollars was held up by a couple of American soldiers the other night and relieved of the money. The Filipino reported the matter to the nearest police station, and a rigid search is being made for the soldiers, who put their uniform and power to such avail use. There are other reports in circulation, no one can say how true, to the effect that American soldiers are making it their business to enter the houses of Filipinos in the Fondon district and at the point of the revolver loot the house and the persons of the inmates. A close investigation will be made at once and the full penalty imposed on all persons found guilty of such misdeeds. In some cases, the charges have been disproved, and we believe the majority of these stories are false, though of course there are black sheep in every flock.

Many Chinese are rapidly getting rich off the plunder they secure in the fire-wreathed district of Fondon. In several instances they have been discovered with small chunks of molten gold in their possession, which they had evidently picked up among the burnt ruins. They have devastated churches of the sacred gold and ivory ornaments.

It seems quite strange, while digging among the ashes one often finds silver coins, blackened and sometimes a shapely mass; still bearing dates as late as 1901. Possibly many of the occupants of the burnt houses owned collections of old coins. If so the fact must be quite common among the Filipinos for it is not in one but several instances that such discoveries have been made.

The Chinese carry off every article of value from the deserted houses, on which they lay hands and sell it to the small hucksters in Chinatown. The police have orders to stop this wholesale plundering.

The box of the Santa Anna church was a disgraceful affair. The skeletons of buried fathers were dug up and their tombs ransacked. The church was stripped of all articles of value and the Chinamen went so far as to tear the gold leaf off the edge of the massive holy water bowl.

THE INSURANCE QUESTION.

Most, if not all, of the ordinary fire insurance policies state explicitly that there is to be no claim in case of fires due to "war or civil commotion of any kind." This, as far as we can see, leaves no room for discussion at all. It seems to us to completely exempt the insurance companies from all liability under ordinary fire policies on property destroyed in the recent confagurations in Manila.

As to whether the United States Government can be called on to pay for the loss, that is a question less easy to answer. In fact, a decision will probably not be arrived at until after long and careful investigation by able jurists. There are innumerable arguments and precedents both for and against. Our own opinion is that the Government, having assumed responsibility for the maintenance of order in Manila, is liable for loss caused by these fires, but the Government may argue that, if this principle were accepted unreservedly, everybody in the country and many outside of it have lost by the disturbances and might claim on the same ground.—*Manila Times.*

THE PEELING IN NEGROS ISLAND.

NOT AS FRIENDLY AS FIRST REPORTS INDICATED.

La Libertad, an afternoon paper published three times a week at Bacolod in the island of Negros, says in a leading article headed "Our Economical Future"—

"If we are to be ready in the future for all things, it is necessary that at the same time as we are dedicating all our energies to consolidate our actual political situation, we should also attend to our economical future which awaits us, giving the importance which our country has acquired in the commercial world. Before long it will undoubtedly occupy a prominent place among the powers who desire to have a preponderance in the Far East. Our geographical situation awakes avaricious feelings among the nations who wish to be the arbiters of the commercial destinies of the countries situated in this part of the world, and as this is so, it is necessary that we get ready for the fight, preparing our country for all that may happen so that these nations may not be allowed to absorb all our riches, leaving us reduced in the end to a state of mere tributaries to them. For, if things ended so, we should not have made much by the trouble we have had to obtain our liberty. We must make up our mind as soon as our political horizon is clear. Foreign nations will come and inundate us with all kinds of enterprises, industrial and agricultural and in the case of a fight for preponderance, the strongest always wins in the end and would get monopolies with all their fatal consequences. Without going further America, the nation with which we are actually having diplomatic negotiations at present, on account of the amicable relations which we have with her, will undoubtedly come out the most favored in the enterprises which are started here. In this powerful nation, there is capital and to spare, which if brought to this country would give a good return. If our country is inundated with foreign capital, which will monopolize our principal products, what future can we expect? A very dark one. It would be an economical annexation of Filipinos to a foreign nation. Let us reconstitute our country with our own enterprises, as much in commerce as in the political. Let us defend ourselves against all foreign pressure which would tend to absorb the nation's life. Let the capitalists wake up who are in this country, form associations and start all kinds of industries. Let us exploit the riches of our country, let us create new industries till now unknown in this country and for which we have no material. Do not let us sleep on our laurels, there is still much to do so that we may arrive at the heights to which we aspire.—*Manila Times.*

RUSSIAN PROGRESS IN MANCHURIA.

From a well-informed correspondent, who writes as the result of personal observation, we have received an interesting communication giving a detailed account of Russian progress in Manchuria and the northern provinces. He points out that whereas the only British subjects who are permitted by treaty to own land outside treaty limits are missionaries, Russians in Manchuria are acquiring land as they please and are already working mines. The railway, too, is obviously a military one, and he asserts that there are 30,000 Russian troops at Port Arthur, 3,000 at Taitienwan, 2,000 at Kinchow, 20 at Luchow, 20 at Wafangling, 200 at Newchwang, 200 at Haicheng, 200 at Liaoyang, 200 at Kirin, 20,000 at Haipien, north of Kirin, and, in fact, Russian soldiers all over Manchuria. They are to be met with even where the railway will not touch. In Haicheng the Russians have taken a pawnshop and fortified it by mounting guns. At Liaoyang they have a two hundred yard square where they are building barracks. At one place some 20 ft from Liaoyang, the Russians had attempted to take possession of a house, and an old woman who resisted was kicked to death. The Russian explanation was that the old woman attempted to set fire to the house and in preventing her "she got hurt and died." After paying a few dollars the Russians kept possession of the house. At another place 12 ft from Liaoyang they tried to take forcible possession of a house belonging to a well-to-do Chinese. The Chinese held their own and the Russians are now putting in a claim for compensation. Regarding the recent affray to the east of Kinchow, it appears that an unarmed deputation carrying a petition for the reduction of the new land tax of five dollars per *mow*, which the Russians are collecting, was fired upon by the Russian soldiers, 100 being killed and wounded. At Kirin the Russians have possession of the Chinese barracks, and 200 soldiers with 20 officers and mining engineers are quartered there. Outside the city they are purchasing land and intend erecting houses for the summer. The officials and people are much afraid of the miners who do just as they like and square their restraints with a few dollars. Visitors to the locality cannot move without being shadowed by Russians. As there is no railway at Kirin, and the branch line which is projected will not reach there for two or three years, the presence of the soldiers appears unnecessary. The Russo-Chinese Bank have opened a branch in Kirin, worked by Chinese, with one foreigner, who is a British subject, but little beyond political work appears to be done. At Haipien, where the railway will branch off from the main line to Vladivostok, there is a Russian settlement with 2,000 soldiers. It is instructive to compare this military occupation with the railway in which British capitalists have their money—a good road with stone embankments, and workshops along the line where carriages and bridges are being built, and yet not one British soldier to protect the property. The British government, says our correspondent, should insist upon this railway being continued from Shihmentien into Moukden and Kirin, touching at Liehling where all the grain is stored during the winter, along the valley to Chouyangchen, where a large trade is carried on in grain from there to Kirin. He also advocates placing a British Consul agent at Kirin, where British subjects should also have equal rights with the Russians in the purchase of land, mining, trading, etc. The agricultural and mineral resources of Manchuria are immense, and the Russians are working so as to exploit them for their sole advantage. Land is being compulsorily acquired, at the rate of \$10 a *mow*, and in the event of Chinese resistance a telegram to the Russian Minister at Peking overcomes it.—*N. C. P. News.*

NOT A D A.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

TO-DAY.

WEATHER REPORT.
On date of 10th March, 1899.
Barometer 30.12
Thermometer 67
Humidity 87
Rainfall 57

TO-DAY.

Friday, 10th March, 1899.

Chinese—29th of 1st moon of 25th year of K'uang-shi.
Sun—Rises 6hr. 0min.
Sets 5hr. 55min.
High water—Morning 8hr. 30min.
Afternoon 2hr. 20min.
Low water—Morning 2hr. 20min.
Afternoon 8hr. 20min.

ANNIVERSARIES.

1839—Commissioner Lin arrived at Canton.

1842—The Chinese attacked the British positions at Ningpo and Chinnai without success.

1863—Prince of Wales married.

1890—Boiler explosion on the s.s. *Gungio Maru*; 100 lives lost.

1897—Death of Rev. Father Leymet, at Penang, from hydrophobia.

TO-MORROW.

Saturday, 11th March, 1899.

Chinese—30th of 1st moon of 25th year of K'uang-shi.
Sun—Rises 6hr. 5min.
Sets 5hr. 55min.
High water—Morning 8hr. 50min.
Afternoon 2hr. 50min.
Low water—Morning 2hr. 50min.
Afternoon 8hr. 10min.

ANNIVERSARIES.

1544—Torquato Tasso, Italian poet, died.

1849—Hongkong Colonial Church opened.

1863—Death of General Sir J. Outram, the Bayard of India.

1866—Governor MacDonnell arrived in Hongkong.

1881—Assassination of the Czar of Russia.

1897—Death of Professor Henry Drummond.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Taiyuan*) to-morrow.

American (*Copile*) to-morrow.

Indian (*Calcutta*) 13th inst.

French (*Yarru*) 14th inst.

Australian (*Albatross*) 15th inst.

Canadian (*Empress of China*) 20th inst.

American (*Amelia*) 21st inst.

American (*City of Peking*) 21st inst.

The N. P. S. Co.'s steamer *Fauquier*, arrived at Portland on the 8th inst.

The N. C. L. steamer *Blagovest*, left Singapore for this port yesterday, the 9th, and is due here on or about the 16th inst.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the *E. & N. steamer Minerva*, from Sydney, etc., left Port Darwin for this port to-day, the 10th inst.

The California & Oriental S. S. Co.'s steamer *Belgian King*, from San Diego and Honolulu, arrived at Yokohama yesterday, the 9th inst.

The O. S. S. Co.'s steamer *Pyrhus*, from Liverpool, left Singapore for this port yesterday afternoon, the 9th, and may be expected here on or about Wednesday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.G.M.S. *Kaluzhny* at Kowloon Dock.
Athenian " " "
Isla de Cuba " " "
Isla de Luzon " " "
Hue " " "
H.G.M.S. *P. Whelan* " " "
Chusan " " "
H.M.S. Albatross " " "
Dos Hermanos " " "
Produce " " "
Soldier " " "
D. Juan d' Austria " " "
Pha Chom Klao " " "
Taiyu " " "
Nanchang " " "
Cosmopolitan " " "
Aberdeen " " "

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.

THE Company's Steamship

"TIENTSIN,"

Captain Dawson, will be despatched as above on SUNDAY, the 12th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th March, 1899. [310a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on MONDAY, the 13th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd March, 1899. [285a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on MONDAY, the 13th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd March, 1899. [284a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"

Captain Dodd, will be despatched as above on TUESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th March, 1899. [328a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on WEDNESDAY, the 15th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1899. [290a]

CHINA NAVIGATION COMPANY, LIMITED.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, ANTWERP, BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAUD	TUESDAY, 14th March, at 4 P.M.
HIROSHIMA MARU S. Tsuji	Kobe and YOKOHAMA	THURSDAY, 16th March, at 4 P.M.
SAGAMI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHELOO, CHENG MUPU and NAGASAKI	THURSDAY, 16th March, at 4 P.M.
FUTSUKI MARU C. Hillcoat	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 31st March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 8th March, 1899.

A. S. MIHARA, Manager.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 20,000
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WORKS IN EUROPE
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Railways and Trams, Piers and Rolling Stock, Carriages and Wagons, Wheels, and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metalic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

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Constructing and Repairing

M. Oppenheimer & Co., Paris.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, unvaried tendencies which lead to flesh diseases. It gives vitality. Gold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES, and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong
A. S. WATSON & Co.
Hongkong, 1st September, 1899.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMMER and GLADSTONE Co., Ltd., DUNLOP TYRES BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
16, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

CHS. J. GAUPP & CO.

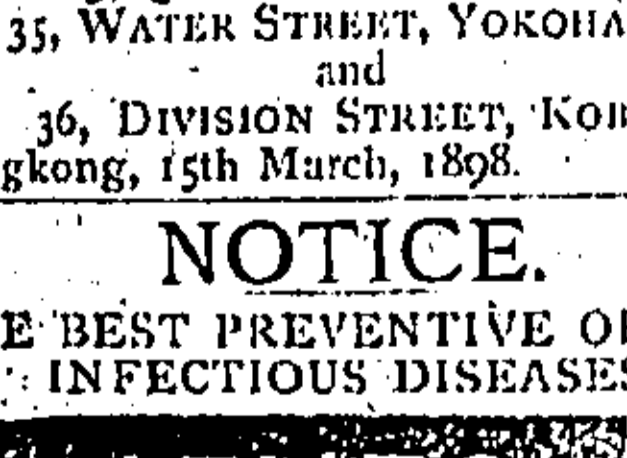
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KUHNS & KOMOR.

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1899.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, MILLWRIGHTS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

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EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

F. CAZANOVE,

Bordeaux.

GOLD MEDALS.
Bordeaux, 1892, Paris, 1899.

LIQUOR

OF THE REVEREND FATHER A. KERMANN.

This LIQUOR is employed with success to remove the FLAVORS OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE OF THE R. V. Father A. KERMANN.

M. E. KIVA of Dr. GOLLZ, CREME DE MANDARINE.

AVENUE, ANISSE SUPERFINE.

Apply to LAENDLER & Co., Paris.

MEE CHEUNG,

PHOTOGRAPHER,
Top Floor of Ice House, in Ice-House Road.

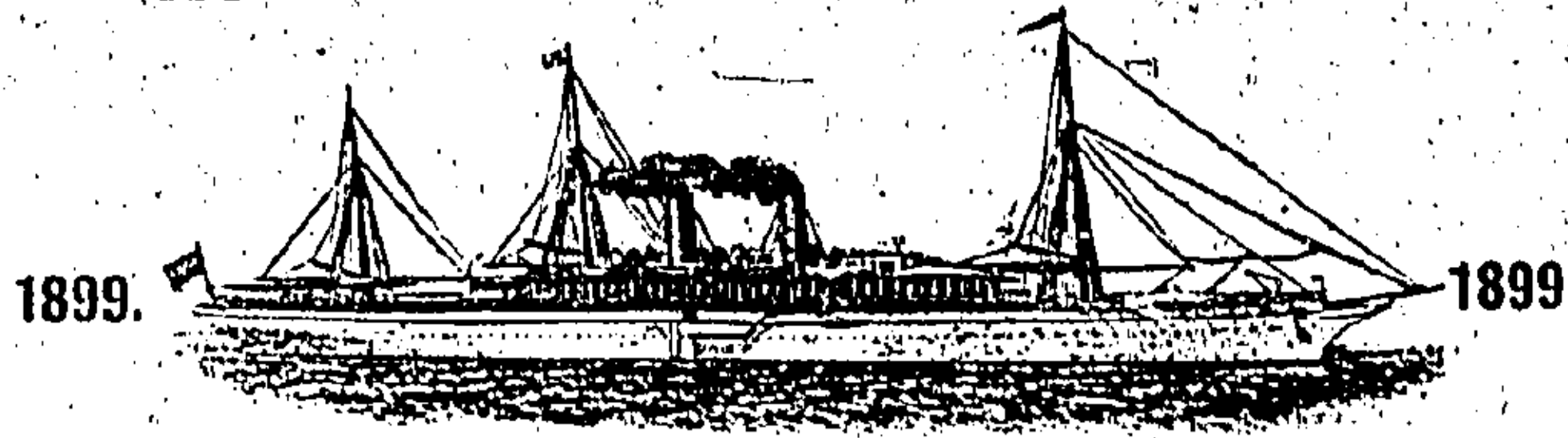
I am now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1899. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN—Comdr. Geo. A. Lee, R.N.R.—WEDNESDAY, 15th Mar., 1899.

EMPRESS OF INDIA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 5th April, 1899.

EMPRESS OF AUSTRALIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

The dining cars and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Mar., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 30th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 6th March, 1899.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

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Hongkong, 11th December, 1896.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora.....\$750 | J. McGillivray.....| Mar. 21.

Olympia.....\$287 | J. Truelbridge.....| April 1.

Victoria.....\$502 | J. Patton.....| April 25.

Tacoma.....\$211 | A. Dixon.....| May 13.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenora.....\$677 | Williamson | Mar. 11.

Columbia.....\$976 | N. Moncrief | April 15.

Manaheth.....\$874 | W.A. Evans | May 6.

Lenora.....\$677 | Williamson | June 3.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDWARD carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DOBROWELL & CO., LIMITED.

General Agents.
Hongkong, 18th February, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA" Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIE, Superintendent.

Hongkong, 4th March, 1899.

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET" Fraser, Master, shortly expected, here will load for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 23rd January, 1899.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SILESIA.....	HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)	24th March. Freight and Passage.
Behrens.....	HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)	About 30th March. Freight.
WITTENBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)	About 4th April. Freight.
SUEVIA.....	AMSTERDAM, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)	About 10th April. Freight.
NURNBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)	About 10th April. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 8th March, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship

"CITY RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 27th February, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Bayer.....Wednesday, 29th March.

Prinz Heinrich.....Wednesday, 26th April.

Prinzess.....Wednesday, 24th May.

ON WEDNESDAY, the 29th day of March, 1899, at 9 A.M. the Company's Steamship "HAYERN" Captain E. Fehn, with MAILED PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Line not to be varied on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st March, 1899.

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